Revenue Department.

E.M.C. dated 24th Feb 1857

Back Nos 25-21

Order re 187, dated 20th Feb 1857

பாதுகாப்பு பிரிவு-1

செப்பனிடுபவர் பெயர் S. மீனா

செப்பனிடுவதற்காக
எடுத்துக்கொள்ளப்பட்ட நாள் 6/2006

செப்பனிட்டு முடித்த நாள் 8/2006

சரிபார்க்கும் முதல் மு.நி.பா.எ. கையொப்பம்

சரிபார்க்கும் 2ம். நி.பா.எ. கையொப்பம்

ஆராய்ச்சி உதவியாளர் கையொப்பம்

No. 25. Read the following *Extract from the Minutes of Consultation in the Financial Railway Department, dated 28th January 1857, No. 53.*

Read the following letter *from Lieutenant Colonel T. T. PEARS, C. B. Consulting Engineer for Railways; to T. PYCROFT, Esq., Chief Secretary to Government Fort Saint George, dated Madras 16th December 1856, No. 264.*

SIR,

I have the honor to forward herewith a Report,* drawn up at my request by Lieutenant Roberts, Deputy Consulting Engineer, on the subject of the Pettah proposed to be constructed in the vicinity of the Vellore Railway station.

* *No. 2, dated 2d December 1856.*

2. Before submitting this report, I thought it advisable to obtain from the Agent and Manager of the Railway Company an expression of his opinion, regarding the sufficiency or otherwise of existing accommodation for future wants.

3. As the Acting Chief Engineer is of opinion that it may, possibly, be found necessary to apply for more land at some future period, he considers "for the sake of health and "to prevent pilfering from our goods' sheds," that the Pettah should be kept well clear of the station.

In letter to Agent No. 714 dated 10th December.

4. In conformity with this suggestion, the Agent and Manager recommends that "a space of 200 yards "clear might be kept round the station ground."

In letter dated 11th December, No. 904.

5. It will be observed from Lieutenant Roberts' Report that it is not in contemplation to build round the station, but to restrict the Pettah to the highland to the north of the station, and on the East side of the Chittoor road.

6. Instead therefore of retaining a blank space of 200 yards as proposed by the Agent, but which has the double inconvenience of locating the Pettah at an unnecessarily great distance from the station, in the first instance, and in the 2d, a possible enlargement of the premises bringing these into close proximity with the Pettah, thereby not only facilitating theft but increasing the danger from fire, I would recommend that a space between the North boundary paling (of the station) and a line running parallel thereto from the small temple, which is situated at a distance of about 120 or 130 yards in advance, on the plain already alluded to, should be left neutral ground, with the distinct understanding that it shall always remain so. The Pettah would therefore extend to the North of that boundary line, and the additional premises that may eventually be required for the station might be erected on the extensive plain on the West side of the Chittoor road, and the North of the present boundary paling.

7. These suggestions are, I believe, altogether in accordance with the opinions of Mr. A. W. Sullivan the Sub-Collector of North Arcot, who has given the subject a good deal of consideration. If therefore the Government approve of the same, and should be pleased to furnish the Collector with instructions in accordance therewith, the necessary arrangements might at once be carried out with the aid of the District Engineer.

From Lieutenant R. A. ROBERTS, Deputy Consulting Engineer for Railways; to Lieutenant Colonel T. T. PEARS, C. B., Consulting Engineer for Railways; dated Madras 2d December 1856, No. 2.

SIR,

I have the honor to inform you that I yesterday inspected, in company with Messrs. Sullivan and Pochin, the Sub-Collector and Head Assistant of North Arcot, the ground in the vicinity of the Vellore Railway station, with a view of deciding on the best site for the Pettah, which it is proposed to construct there.

2. Mr. Collins, the Resident Engineer, who met us by appointment, pointed out the sites of the various buildings (connected with the Railway) that he is about to construct, on the land given over to the Railway Company for that purpose, but as that land appears only sufficient, and barely so, for present purposes, I think it might be as well to obtain the opinion of the Agent and Manager as to whether the accommodation that will be afforded is sufficient, or otherwise, for until this question is definitively settled, it is useless to attempt to set out the boundaries of the proposed Pettah.

3. The most advantageous site for this Pettah appears to us to be the plain to the North of the station, and to the East of the high road from Vellore to Chittoor. Its proximity to the station will depend on the result of the proposed reference, should you think it advisable to make any such.

4. The first thing to be done is to have the ground properly surveyed, and sections, crossing each other at right angles, taken to show the natural slopes. This, I imagine, will have to be performed by some member of the D. P. Works under the orders of the District Engineer. The Plans and Sections of the buildings, and the staking out of the main and cross roads, drains &c., could eventually be done by the same officer.

5. The leading features to be kept in view, in forming a Pettah, appear to us, "uniformity of construction," as regards the houses, "abundant ventilation, and effective drainage."

6. The houses might be of 3 classes, and built in blocks of the same class, each block containing 6 or 8 houses, according to their respective size.

7. The main street should be 120 feet wide, from house to house, with a roadway of 60 feet; and the cross and other streets of half these dimensions.

8. A 1st class house, whether terraced or tiled, should be pucka built throughout, with a frontage of 12 yards, and a depth, including back yard of 34 yards. Immediately in its rear would run a drain of 4 yards width, at the back of which would come the back yard of a house of the same description and dimensions.

9. As it is proposed to have six of these houses contiguous, each block would be a square of 72 yards.

10. Houses of the 2nd and 3d class, built with burnt, and sun burnt brick in mud, respectively, and tiled, would have a frontage of only 8 yards, but the same depth; so that a block, measuring 72 yards square, would contain 9 houses of each of these two classes.

11. These appeared to us the leading points to be kept in view, and, should you approve, it would be as well to obtain the sanction of Government, for the matter being now placed in the hands of the D. P. Works for execution.

12. As I inspected the line of Railway yesterday between Vellore and Trivellum, I take this opportunity of informing you that the works appear to be proceeding vigorously and well; though there is still a great deal to be done, both in earth and masonry work, to complete the line.

13. I observe that one of the local papers of this day's date states that the Bridge over the Chittoor road, near Trivellum, is completed. This is not the case, though the arch will doubtless be turned during this, and uncentered next week.

From Major T. A. JENKINS, Agent and Manager; to Lieutenant Colonel T. T. PEARS, C. E. Consulting Engineer for Railways, dated Madras 11th December 1856, No. 904.

SIR,

With reference to your letter No. 689, dated the 5th instant, and its enclosure, I have the honor to annex a copy of a letter from the Acting Chief Engineer No. 714, dated the 10th idem, in which he states that the ground made over to this Company at Vellore is sufficient for the erection of the station buildings as now proposed, but that he thinks it is not desirable that a Pettah should be built in close proximity to it; and in this opinion, I beg to state that I concur, as doing so would not only facilitate theft but would increase the danger from fire. I therefore beg to suggest that a space of 200 yards clear might be kept round the station ground.

Fort Saint George, Revenue Consultation of 24th February 1857.

From ALEX. BEATTIE, Esq., Acting Chief Engineer; to Major T. A. JENKINS, Agent and Manager, dated Madras 10th December 1856, No. 714.

DEAR SIR,

The ground made over to this Company at Vellore, I think, affords sufficient accommodation for all the buildings we at present require at Vellore station.

Possibly at some future period the traffic may increase, so that it might be advisable to apply for more land; for this reason it would be advisable to keep the proposed Pettah well back, from the present Railway boundary.

For the sake of health and to prevent pilfering from our goods' sheds, which are on the same side of the line as the proposed Pettah, I think it would be advisable to keep the Pettah well clear of our station.

(True Copy.)

(Signed) T. A JENKINS,
Agent and Manager.

The Government approve the location of the proposed Pettah in the vicinity of the Vellore Railway station and the other arrangements connected with it suggested by the Consulting Engineer.

2. Resolved that the papers be transferred to the Revenue Department, in reference to Extract Minutes of Consultation in that Department 28th September 1855, No. 1094, whence orders will be issued in regard to the laying out of the intended Pettah. The Government view with approval the interest taken in the question by Mr. A. Sullivan, and would wish him to be employed in superintending the construction of these Pettahs, both at Vellore and at any other stations on the line through the North Arcot District at which they may be built.

(Signed) T. PYCROFT,
Chief Secretary.

No. 26. ORDER THEREON, *No.* 187; *dated 20th February* 1857.

Ordered to be communicated to the Board of Revenue, with a request to issue orders for the formation of the proposed Pettah in the vicinity of the Vellore Railway Station, with particular reference to the instructions contained in the orders of Government dated 28th September 1855, No. 1094, and 14th August 1856, No. 866.

(Signed) H. FORBES,
Acting Secretary to Government.

Strangford Railway Sanctioned

1855

Extract from the Minutes of Consultation
held in Dublin Castle dated 25th January 1855

Read the following letter
from the Commissioners Engineer.
(Inclosure)
Home Office 16th December 1854

see at page 3 ante

the location of the proposed Pottaboy in the vicinity of the Ballone Railway Station and the other arrangements connected with it suggested by the Consulting Engineer. 187

2 Resolved that the papers be transferred to the Revenue Department in reference to Extract Minutes of Consultation in that Department 28th September 1853 at 10 o'clock when orders will be issued in

...ised in regard to the laying out
... the intended Pettah. The Govern-
...ment view with approval the in-
...trast taken in the question by Mr.
... Sullivan and consider him to
... employed in superintending
... the construction of these Pettahs,
... both at Vellore and at any other
... stations on the line through the
... North Arcot district at which they
... may be built.

I am, Sir,
Your most obedient Servant
(Signed) T. Pycroft
Chief Secretary

Order on the back.

To
The Commanding Engineer
" Revenue Department.

Copy to Mr. Smith

Revenue Department
Dated Fort St. George 22nd Feby 1837
Rec'd 27th Feby 1837
No 221

Ordered, that the communication
to the Board of Revenue with
regard to the orders for the
construction of the proposed Pettah in
the vicinity of the Vellore Bazaar
Station, with particular reference
to the misunderstanding
the orders of Government
as to the extent of
ground

Fort St. George
Dated 25th February 1837

Approved

(Signed) G. Russell Barber
Secy to Govt

(M)

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